

We lost one of our model citizens—Mr. Scott Townsley Chase—on Easter Sunday, March 27, 2005. I have known the Chase family for several years, and I was saddened to hear of Scott's passing as a result of cancer at the young age of 46 years. He loved his family dearly and will be sorely missed by those he touched and impacted within the Elmhurst community.

Upon graduation from York High School, Scott matriculated to Valparaiso University. After completing the requirements for a Bachelor of Science degree, Scott entered the Valparaiso Law School and graduated with a law degree in 1983. He was proud to be an attorney and thought it was the noblest profession a person could pursue. His family indicated that Scott liked solving people's problems and took pride in providing the best representation for all his clients.

Scott was married to Michelle Chase—an attorney as well—and was the proud father of three wonderful children—Austin, Kelsey, and Morgan. Though Scott's family and friends will dearly miss him, they will always take solace in knowing that Scott has provided a foundation from which all can build upon while living life to the fullest.

#### ADMINISTRATION'S AMTRAK REFORM LEGISLATION

**HON. JAMES L. OBERSTAR**

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 20, 2005*

Mr. OBERSTAR. Mr. Speaker, I join Chairman YOUNG in introducing, by request, the Administration's Amtrak "reform" legislation. It is a common practice for the Chairman and Ranking Member of a Committee to jointly introduce an Administration's bill, regardless of which political party controls the White House or Congress or the specifics of proposed legislation, and I do this as a courtesy to the Administration. However, introducing a bill "by request" should not be interpreted to imply endorsement. In fact, in this instance, I am strongly opposed to the Administration's legislative proposal for Amtrak and the direction this Administration has chosen for intercity passenger rail service in our Nation.

The Administration's proposal is nothing new. It is the same flawed bill that the Administration sent to Congress in 2003. The bill establishes two private for-profit corporations to separately manage and maintain infrastructure and operations, eliminates our Nation's intercity passenger rail network and shifts the cost burden of continuing rail service to the States, separates the Northeast Corridor from the rest of the rail network, divides Amtrak into three separate entities, and eliminates Federal operating support for all intercity passenger trains over a four-year period. As a practical matter, within three years, all long-distance train service is likely to be eliminated. Soon thereafter, the United States entire intercity passenger system could consist of skeletal service along the East and West coasts.

The Administration's trust in the magic of privatization and decentralization to solve Amtrak's problems is astonishing. It shows this Administration's ignorance of the disastrous consequences of privatization and underinvestment in rail. Great Britain's experience

with privatization is a perfect example. In 1994, government-owned British Rail was dissolved and the British government separated intercity passenger rail infrastructure from operations. A private corporation called Railtrack took over ownership of all track, signaling, and stations. Passenger train operators competed with each other to provide service. Unfortunately, the new approach assumed that private sector innovation and discipline would drive down the railway's public funding requirement and drive up quality of service, overcoming recent trends of falling demand. It didn't work, and it led to tragic consequences.

The safety of operations and the quality of service declined steadily. More than 30 people were killed in an accident at Ladbroke Grove in 1999 and four more were killed in an accident at Hatfield in 2000. In 2001, another fatal accident occurred at Potters, just north of London. These accidents were directly traceable to privatization and Britain's long history of under-investment in rail.

Today, the British government is reeling from the legacy left behind by privatization. The government has almost doubled funding for rail, and has taken steps to improve performance and tackle the backlog of maintenance and renewal needs that exploded under privatization. British government officials have described their rail privatization as "an absolute disaster".

Despite the British experience, the Bush Administration's blind faith in the ideology of privatization leads it down the same wrong path. Let us not repeat Britain's mistake. The solution to Amtrak's problems is not privatization. Amtrak's problems have one root cause: money. Lack of adequate investment and the annual threat of elimination have conditioned Amtrak to focus on survival.

Amtrak's opponents are quick to point fingers at Amtrak management, and claim that private corporations could dramatically improve intercity passenger rail service. The truth is that a succession of hardworking and dedicated management teams at Amtrak could not do the impossible—that is, operate our Nation's intercity rail passenger service without a substantial level of investment from the Federal Government. Railroads throughout the world receive some government support to supplement the revenues paid by passengers. But the Administration continues to insist on the impossible.

Yet despite Amtrak's starvation budget, Amtrak has had its successes. Under David Gunn's leadership, Amtrak has improved operations and increased ridership to more than 25 million passengers in 2004: an increase of one million passengers from 2003 and an Amtrak record. In Southern California, Amtrak's Pacific Surfliner has had a 26.3 percent increase in ridership in the past year. In Southern California, Amtrak's Pacific Surfliner has had a 26.3 percent increase in ridership in the past year. Similarly, several Midwest trains, the Pere Marquette (up 22.1 percent), the State House (up 13 percent) and the Illini (up 11.4 percent), experienced the next largest increases in passengers. In the East, regional trains carried more passengers than any other Amtrak service in the country, increasing from 5,760,499 last year to 5,974,806—an increase of 3.7 percent.

Amtrak has also made significant progress in rebuilding infrastructure and rolling stock after years of deferred maintenance. In fiscal

years 2003 and 2004, 256,000 concrete ties were laid; 2,755 bridge ties were replaced; 266 miles of continuous welded rail were installed; 34 miles of signal cable were replaced; and 19 stations and 37 substations were improved.

Amtrak's mechanical department plowed full steam ahead. In 2004, it remanufactured 180 passenger cars, rebuilt 51 wrecked cars and locomotives, and made seven Superliner baggage modifications in passenger cars.

Amtrak sold excess equipment, eliminated unprofitable services, lowered fares on long-distance routes to increase ridership, and, in partnership with the State of California, opened a \$71 million maintenance facility.

In short, Amtrak is making great progress. All of this progress will halt under the Administration's radical Amtrak reform plan.

Therefore, while I join in introducing this bill as a traditional courtesy to the Administration, I want to be clear that I do not support its initiatives. Together with Chairman YOUNG, Subcommittee Chairman LATOURETTE, Subcommittee Ranking Member BROWN, and the other Members of the Committee on Transportation and Infrastructure, I strongly support both H.R. 1630, the Amtrak Reauthorization Act of 2005, and H.R. 1631, the Rail Infrastructure Development and Expansion Act for the 21st Century (RIDE 21). In the 108th Congress, the Committee on Transportation and Infrastructure reported similar bills with near unanimous bipartisan support. I am very hopeful that the Committee on Transportation and Infrastructure will again soon consider this bipartisan legislation and begin to provide the necessary investment for our Nation's intercity passenger rail system—that is the "reform" that Amtrak so direly needs.

#### PERSONAL EXPLANATION

**HON. ROBERT MENENDEZ**

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 20, 2005*

Mr. MENENDEZ. Mr. Speaker, I was absent from votes in the House on Tuesday, April 19, due to a previous and unavoidable commitment. Therefore, I was unable to vote on H.R. 683 (rollcall No. 109), H.J. Res. 19 (rollcall No. 110), and H.J. Res. 20 (rollcall No. 111). Had I been present, I would have voted "aye" on all three measures considered before the House.

HONORING THE DISTINGUISHED  
SERVICE OF BILLY PAUL  
CARNEAL

**HON. BART GORDON**

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 20, 2005*

Mr. GORDON. Mr. Speaker, today I rise to honor Billy Paul Carneal, a Springfield, Tennessee, native who has dedicated his life to public service and the past 11½ years as the executive director of the Springfield-Robertson County Chamber of Commerce. Billy Paul has decided to retire from the chamber, and I want to thank him for all he has done for his community, which I have the honor of representing in this esteemed body.

Billy Paul has served as a teacher in Robertson County, a school principal and administrator in nearby Cheatham County, the mayor of Springfield and a volunteer firefighter. In addition, he currently serves as a Robertson County commissioner. Billy Paul's contributions to his community can be traced to his grandfather, R.W. Darke, who was a member of both houses of the Tennessee General Assembly and the city clerk for Springfield.

Billy Paul's service as a public school teacher and administrator is especially admirable. He says he became an educator because his teachers in high school and college served as excellent role models for him. He then passed his own passion for case history and government to a new generation. Today, his former students are doctors, lawyers, public officials and teachers.

As mayor of Springfield, Billy Paul was instrumental in changing the city's form of government from three at-large commissioners to a board of mayor and aldermen, with a city manager to oversee operations. He says the decision to seed the change in government was one of the toughest he made as mayor.

Billy Paul's latest contribution to his community involved a very successful tenure as the executive director of the chamber. In this capacity, he improved immensely the quality of life for Robertson County residents. But Billy Paul did not do all this alone. He had help from many in the community, and he had the love and support of an understanding wife and family. He attributes the support of his wife, Pat, and their three children for his accomplishments. Billy Paul, I wish you well in your future endeavors and thank you for your service to a community you obviously cherish.

CONGRATULATIONS TO DR. JOHN PETILLO, PRESIDENT OF UMDNJ

**HON. DONALD M. PAYNE**

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 20, 2005*

Mr. PAYNE. Mr. Speaker, I rise today to congratulate Dr. John Petillo on his inauguration as the third president of the University of Medicine and Dentistry of New Jersey. UMDNJ has been a vital resource for the people of New Jersey for more than 30 years. Comprised of eight schools on five campuses, a behavioral health network, and Newark's University Hospital, UMDNJ provides world-class education to practicing and future healthcare professionals and scientists, including physicians, dentists, researchers, nurses, and scores of allied and public health professionals. With more than 13,000 employees, UMDNJ is the eighth largest employer in New Jersey. There are nearly 19,000 UMDNJ alumni, the overwhelming majority remains in New Jersey. It is estimated that the University's health care and educational programs touch the lives of two million persons yearly.

Dr. Petillo brings many strengths and talents to this important appointment. He has enjoyed an extensive career in the corporate, nonprofit, academic and theological fields. He has served as the chief executive officer for several national corporations, chancellor for Seton Hall University, and as a member of the board for many nonprofit foundations.

More recently, Dr. Petillo served as the first president and chief executive officer of the

Newark Alliance, a nonprofit organization composed of representatives from private and civic groups whose shared goals is to improve the educational opportunities and economic redevelopment in Newark.

Prior to joining the Newark Alliance, Dr. Petillo was chief executive officer at Tribus Companies, Care Advantage, Inc., and Blue Cross Blue Shield of New Jersey. As president and CEO of Blue Cross Blue Shield of New Jersey, Dr. Petillo was influential in eliminating the reserve deficit and replacing it with a reserve surplus. During his tenure he advocated legislation requiring all health insurance carriers to underwrite individual policies regardless of medical histories.

In addition to serving leadership roles with corporate organizations, Dr. Petillo has also served as chancellor of Seton Hall University and the Archdiocese of Newark. While chancellor and chief executive officer at Seton Hall, Dr. Petillo was credited with completing the first development campaign in the institution's history and significantly increasing the residential student capacity. He also succeeded in achieving competitive salaries for the full time faculty, expanded institutional research, and with faculty consensus and monitoring instituted merit compensation.

In June 2003, Dr. Petillo was appointed Chairman of the Board of Trustees of the University of Medicine and Dentistry of New Jersey by Governor James E. McGreevey. In June 2004, Dr. Petillo assumed the responsibilities of Interim President of UMDNJ. The Board of Trustees named Dr. Petillo University President on November 16th, 2004. Dr. Petillo has a Ph.D. in Counseling and Personnel Services from Fordham University, an M.A. in Counseling from Seton Hall University and an M.P.A. from Rutgers University.

Under Dr. Petillo's stewardship UMDNJ is embarking on a new chapter in its history—proud of its accomplishments and focused on its future as a leader in health sciences research, education, and healthcare. UMDNJ and the State of New Jersey are fortunate to have the benefit of Dr. Petillo's leadership. I look forward to many more accomplishments made possible through the University's considerable intellectual capacity and fulfillment of its community service mission.

CONGRATULATING MS. PAULETTE W. WILLIAMS ON THE OCCASION OF HER RETIREMENT AS DIRECTOR OF THE MOBILE COUNTY, ALABAMA EMERGENCY MANAGEMENT AGENCY

**HON. JO BONNER**

OF ALABAMA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 20, 2005*

Mr. BONNER. Mr. Speaker, it is with great pride and pleasure that I rise to honor Ms. Paulette Williams on occasion of her recent retirement from the position of director of the Mobile County Emergency Management Agency. Throughout her 40-year career, Paulette has contributed her extensive knowledge and expertise at the local, State, and Federal levels of emergency management and civil defense.

As an area frequently impacted by natural disasters and other such events, particularly

during hurricane season each year, Mobile County has a well-established need for an efficient and well-run emergency management system. Paulette Williams has provided the leadership for such an organization, and her presence and expertise has been extremely helpful numerous times during the past several years, most significantly during Hurricane Ivan which made impact on Alabama's Gulf Coast on September 16, 2004. In the hours and days immediately following the storm, Paulette worked tirelessly with her team and with officials from all levels of government to coordinate the emergency relief so vitally needed by the tens of thousands of residents in the county. The work was incredibly difficult and the hours quite long, but through it all she maintained a firm hold on the situation and worked to ensure the county returned to as normal a life as possible in as short a time period as possible.

This work ethic has been a hallmark of her entire career and has resulted in numerous professional accomplishments. In 1992, she was selected by the Federal Emergency Management Agency as one of four emergency management staff members from Alabama to assist in the State of Florida following Hurricane Andrew. In 1994, she was invited by the United States Department of Defense to participate in the first International Emergency Management Conference. The Alabama House of Representatives appointed her to serve as a member of the State's Homeland Security Task Force in 2003, and the next year she was chosen by Alabama Governor Bob Riley to serve on the Alabama Citizens Corps Council.

At the present time, she serves as president of Alabama 3, one of the state's two disaster assistance medical teams, and serves on the executive board of the Greater Mobile Emergency Planning Committee. She also serves as the legislative chairperson of the Alabama Association of Emergency Managers.

In addition to her impressive professional resume, Paulette has been recognized numerous times during her career for her outstanding contributions to her career field and her community. She was selected to be included in Who's Who in America for the 1998–1999 year, and she was listed in Who's Who of American Women between 1995 and 2000. Additionally, Governor Riley honored her when he selected Paulette as the first female and first merit employee ever selected for the post of Director of the Alabama Emergency Management Agency.

Mr. Speaker, there are few individuals who have provided more invaluable service to their community, their county, and their state than Paulette Williams. She is an outstanding example of the quality individuals who have devoted their lives to public service, and I ask my colleagues to join with me in congratulating her on the occasion of her retirement. I know her colleagues, her family, and her many friends join with me in praising her accomplishments and extending thanks for her many efforts on behalf of Mobile County and the state of Alabama, and I would like to wish her much success in all future endeavors as she enters this new phase of her life.